

I D A H O A V I A T I O N REPORT

VOLUME 38, NO. 1

WINTER 1992

IDAHO STUDENT WINNERS

The FAA has recently announced the top three entries by age group for the 1991 International Aviation Art Contest, which is co-sponsored in the United States by the FAA and the National Aeronautic Association. The annual contest for children's aviation artwork is judged first at the regional level. Winners of regional honors are then judged at the national level. Finally, U.S. winners compete with works from around the world at the Federation Aeronautique Internationale's Headquarters in Paris.

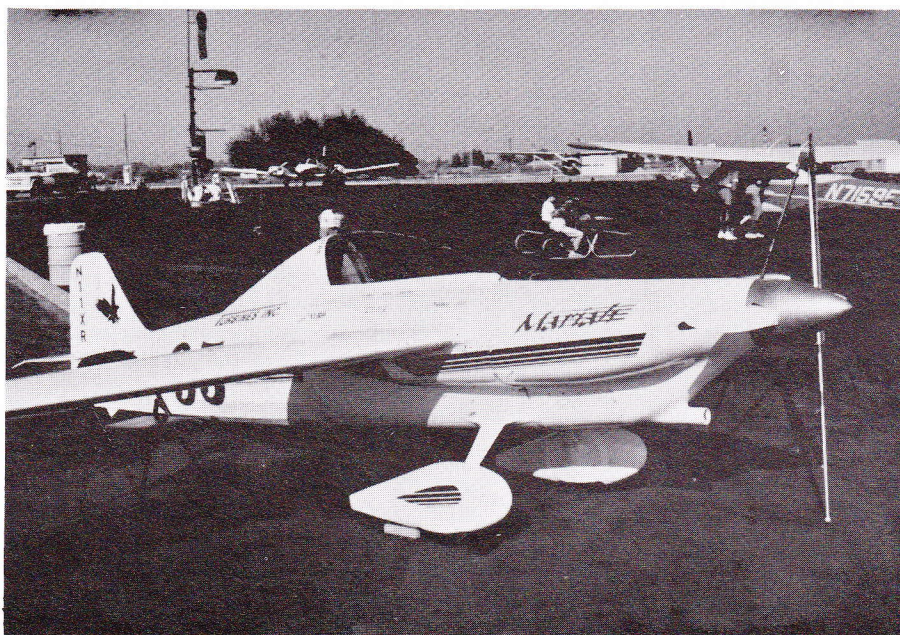
Entries consist of drawings or paintings depicting aviation. The contest is promoted to help children of the world become more familiar with aeronautics and astronautics. This year's theme was Modern Explorers of the Air. About 150 entries were submitted in the Northwest Region and three Idaho students were selected in two different age groups.

In the five through eight age group, Laura Skinner, of Boise, placed second and Lisa Hering, of Letha, placed third.

In the nine through twelve age group, Anne Grant, of Boise, placed third.

Congratulations to these young people are in order from everyone in the aviation community. All the students who participated in this contest are the ultimate winners because they were willing to expand their horizons through their own effort. Well done!

CALDWELL APPRECIATION DAY



Valley Air Service's Cassutt II

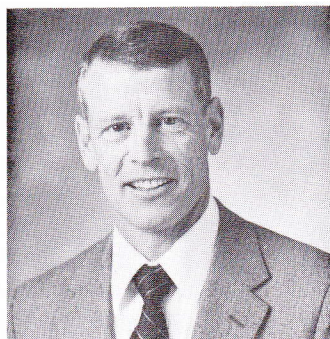
AVIATION AWARENESS WEEK

Governor Andrus declared the week of October 7-13, 1991 as "Aviation Awareness/Education Week" in Idaho. Many different activities were held during this week to help raise the general public awareness of aviation in Idaho. One such event was held in Caldwell.

The Caldwell Airport held an "Appreciation Day" on Saturday, October 12th. The event was very well attended by people from around Idaho. Static displays, flour bombing and spot landing contests, aviation vendors displays, and flying club booths all highlighted the day. Caldwell has a fantastic airport and we encourage anyone who has not yet seen the Warhawk Air Museum to fly over and have breakfast or lunch at "The Cockpit" and check out the facilities. You'll be pleasantly surprised!

Mountain Home held an air awareness day on Saturday, September 21st. Airplane rides, static displays, bombing and spot landing contest, a flyover, and more delighted the crowd. Arnie Borreson, Airport Manager, said that 78 rides were given to enthusiastic attendees. Congratulations on a job well done!

CHIEF'S BRIEF



A SALUTE TO IAA

In the last couple of years Idaho's general aviation community has formed a statewide organization and now has several local chapters. The Idaho Aviation Association has provided a valuable service to its members and to Idaho aviation, and the Bureau of Aeronautics salutes its progress.

The IAA has not only provided a social and recreational outlet for its members, it has served Idaho aviation through being involved in the following issues:

- Fly-in to assess potential desert airstrip closures.
- Testimony against INEL prohibited airspace proposal.
- Served on Cascade Reservoir ad hoc committee (airfield proposal).
- Written and testimonial response to Saylor Creek airspace proposal.
- Adopted State airstrips; maintenance on USFS airfields.
- Urged FAA to activate Squaw Butte RCO.
- Represent general aviation on Idaho Aviation Hall of Fame Board.
- Active involvement with legislation on aircraft registration and fuel tax increase.
- Conducted aviation career education briefings in schools.
- Involvement in wilderness/backcountry airport issues.

I believe IAA's degree of involvement in these aviation issues in its first two years is remarkable. Also, IAA continues to actively monitor and critique the federal and state aviation bureaucracies!

I urge anyone who is concerned about the status of aviation to get involved through organizations like the IAA. For more information on aviation organizations and contacts, call the Bureau of Aeronautics.

AERONAUTICS REVENUES DECREASE

At the time this article was written, revenues to the state aeronautics account have been lagging 22% from past fiscal years. The state aeronautics account is the principal source of funds for the Bureau's aviation programs, with the majority of the revenue coming from the state fuel tax.

Two factors this year have created the significant reduction: 1) fuel sales are lower than normal and 2) an oversight by the Tax Commission in not granting allowable refunds to fuel distributors is being corrected on a one-time basis. This factor alone will create at least a 10% drop in revenue.

Meanwhile, the Bureau has placed all discretionary spending on hold to assure that key programs - grants to municipal airports, state airport maintenance, technical services - are not compromised. However, we expect to ride the problem through without a large impact on state aviation services. We appreciate your continued support.

WINTER FLYING

Are you prepared for an emergency landing? The terrain in Idaho can present a pilot with very harsh survival elements.

Your first line of defense is the clothing you are wearing. Is it adequate for the weather you are flying over? Most clothing today is designed for fashion and not retaining or dissipating body heat. If you are hurt or unconscious, that layer of clothing may be your only defense against cold and moisture. Experts now recommend you plan your clothing so that you are wearing multiple numbers of easy-on, easy-off layers rather than one thick layer. Modern garments give anyone a versatile, thermally efficient and convenient way of dressing for all activities. How much clothing is enough? What is enough for one may not be enough for another.

Your second line of defense will be the temporary shelter. A shelter should be kept small, dry, and well insulated. This will require less body heat to warm and keep warm. Keep your shelter construction within your physical abilities. This may mean doing nothing more than plugging holes in the aircraft to stop wind and snow. There are several good survival books on the market today that will help you plan ahead in case the worst happens to you.

The third line of defense will be your survival kit. There are many survival kits available today. Each kit should be tailored to fit your aircraft and your needs. I suggest that a small lightweight tent and sleeping bag would be helpful. The tent should be easy to erect and small in size. Remember, you can add insulation to a small tent to improve its performance. The sleeping bag should be sufficient to withstand temperatures you can expect in our area.

The fourth line of defense is the equipment in your aircraft. ELT batteries should be current and in good condition. Once on the ground and the immediate need to survive is under control, check the ELT system to make sure the antenna is still connected. If your radios are still working tune 121.5 and check for an ELT signal. Do not leave the radio on until the battery is dead - save it until an aircraft flies over, then attempt contact. You can check an IFR chart and find out what frequencies are being used by airliner type aircraft. (This should be done prior to your flight). Search and rescue aircraft will be monitoring 123.1 and 121.5.

These are just a few things that can be done to ensure your survival until rescue personnel can get there. Do not let winter stop you from flying but try to be prepared when you fly.

Idaho

Transportation Department

Governor *CECIL D. ANDRUS*
Director *KERMIT KIEBERT*
Chief of Aeronautics *WILLIAM MILLER*

Aeronautics Advisory Board
Chairman *H.P. HILL*
Member *WILLIAM PARISH*
Member *HARRY MERRICK*

Bureau of Aeronautics
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AVIATION AND AIRPORT DATA FOR FY91

NUMBER OF AIRPORTS IN IDAHO:

71 Private
77 Community Access
49 Emergency/Recreational

FUNDS SPENT FOR AIRPORT DEVELOPMENT:

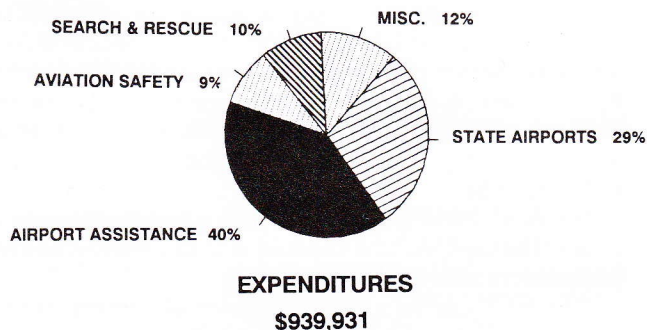
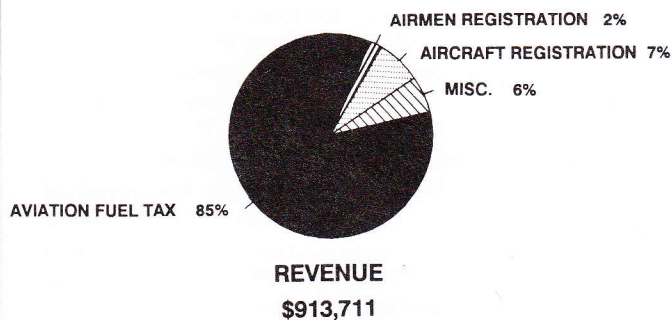
\$7,199,066 Federal
230,255 State
950,162 Local

ENPLANEMENTS AT COMMERCIAL AIRPORTS:

CY 1990 - 875,609

IDAHO STATISTICS:

2200 Registered Aircraft
3300 Registered Airmen
21 Accidents
9 Fatalities
33 ELT Activations



JACKPOT CONVENTION SET

Our proposal to convene in Jackpot next year to hold an aviation convention and to recognize Idaho Safe Pilots for the 1991 flying year got the go ahead from our flying public. While the vote was not unanimous, the respondents favored going to Jackpot by more than 3 to 1.

We have set the dates of April 25-26 for the event, and as we indicated in the Fall newsletter, rooms will be blocked out in two hotel facilities in Jackpot.

We are in hot pursuit of guest speakers as you read this. We are also coordinating with as many aviation organizations as possible to get maximum participation of all elements of our aviation community.

The schedule of events is being developed. Many of the survey returns indicated an interest in having a golf tourney of some sort, so we'll look at having a scramble format tournament on Saturday or Sunday.

Included in this newsletter is an application for the 1991 award. You will note that 50 points must be achieved to earn the award. For first time applicants, if you have had previous years in which you met the qualifying criteria, you may apply for the appropriate year award; e.g. you earned 50 + points each year in 1987 through 1991, but didn't apply, you would be eligible for a five year award pin.

For those of you who took the time to reply to our survey regarding the proposal to hold a convention type event, thanks for letting us know your point of view. We do intend that future events will be held in locations around Idaho. We expect to learn a lot from this first time around and we hope you will all have a chance to come join in the fun and games.

ARE YOU MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the post office thirty cents.

If you are moving, please take a little time to notify us. It'll save both time and money; call 1-800-346-9134.

MEDICAL EXAMINATION FACTS

In order to operate an aircraft that you're licensed to fly, a valid medical certificate must accompany your airman's certificate. First, second or third class medical certificates exist, depending on the skill and responsibility required.

An Aviation Medical Examiner (AME) is an M.D. or D.O. who is specially licensed by the FAA to perform flight physicals and issue medical certificates. If this person certifies you, then you are on your way. His or her paperwork goes to the Regional Flight Surgeon, and from there to the Chief of the Aeromedical Certification Branch.

The Federal Air Surgeon may reverse any decision made by any of the three physicians listed above. If requested, your medical certificate must be surrendered.

The AME is qualified to test your vision (among other things) to make sure you meet requirements. If the physician determines your vision is lacking, you will be referred to a vision specialist who will probably be able to qualify your vision with glasses or contact lenses. If you want to be sure you qualify visually, before going for your physical, I suggest a regular vision exam from an optometrist or ophthalmologist.

-Steven D. Clements, O.D.

ELT TIPS

1. Educate yourself on the operation of your ELT.
2. Before starting your engine, quickly check 121.5 or 243.0 Mhz.
3. After shutdown, check 121.5 or 243.0 Mhz. Make this a permanent item on your checklist.
4. Limit the amount of time you test the ELT to just a few seconds at authorized times. (On the hour until five minutes past the hour.)
5. When you remove the ELT from your aircraft, remove the battery immediately if you intend to store it, ship it, repair it, clean it or discard it.
6. When you fly, monitor 121.5. If you hear a signal contact FSS or ATC.



SEARCH AND RESCUE

Our newsletter in years gone by always recapped events and information involving search and rescue activities undertaken by the Bureau and our volunteers SAR force statewide.

Thus far this year, we have had only one extended search activity, that involving the ag aircraft thought to be missing on a flight from Salmon to Grangeville in April.

Despite the exceptional efforts of people from the state volunteer force and Civil Air Patrol, the aircraft was not located. The search was hampered by weather, terrain and the fact that no ELT signal was heard. Ultimately, the search was suspended. In October, the wreckage was spotted from the air in the area of the Gospel Hump Wilderness. An Idaho County Sheriff ground team confirmed the tail number and the search mission has been closed.

Another aircraft missing more than two years was located by a hunter in October. In September of 1989, a search was initiated for a homebuilt Whitman Tailwind enroute from Salmon to McCall. The Minnesota based pilot was flying out to visit friends in McCall, and did not show up.

Once again, after an extensive search, the effort was suspended. The aircraft was found near the head of Fitsum Creek concealed from air by dense foliage. This was another effort that was hampered by the lack of any ELT information. Because there is no official information as to cause for either of these accidents, we draw no conclusions. We do know in the case of the ag aircraft that weather was a factor in preventing the pilot from flying the intended route from Salmon to Grangeville.

We don't know why there is such a high failure rate of the ELT equipment either. The equipment is checked at least annually, and many people check their transmitters after each flight.

The ELT can be a lifesaving piece of equipment for your. If you have any doubts about your ELT, check it out. We hope we don't have to look for any of you, but the numbers tell us there will be more searches. Give all of us a hand by making sure your equipment is in proper working order.

FAA HONORS BOB JONES AS FLIGHT INSTRUCTOR OF YEAR



The FAA has awarded Robert R. Jones of Idaho Falls the 1991 General Aviation Flight Instructor of the Year National Award. Bob was presented the award on November 12 by John Goostrey, FAA Accident Prevention Program Manager, during a brief noon ceremony hosted by the Idaho Falls Chamber of Commerce.

Bob's experience spans 44 years and 12,000 hours of flight instruction. Instructing over 900 students in aircraft from Cubs to light twins, Bob has established an enviable record of accident and violation-free flying, with similar performance by this students. Many of Bob's students were motivated to big careers in aviation, including the airlines and airport management.

Pete Hill, Chairman of the Idaho Aeronautics Board recalls when Bob worked with him at the Idaho Aviation Center: "His performance was always professional and reliable. On many occasions he was assigned responsibility for the entire flight operations, and performed impeccably. In addition he has never been involved in an aircraft accident/incident nor had any violations."

Robert Clayton, Idaho Falls Pilot and FAA designated pilot examiner, received his flight instruction from Bob Jones, and notes that Bob's contribution also influences the youth: "He fosters an interest by freely giving his time to various youth or scouting organizations to introduce general aviation and its benefits."

Bob's flight instruction has been characterized by competence, thoroughness, and a relentless pursuit of excellence. He is also well known for his calm and caring demeanor.

Please join with us in saluting Bob Jones for his perfection of the art of flight instruction, his uncompromising insistence on flying safely, and for promoting and bringing excellence to general aviation.

Congratulations, Bob, your award is well-deserved!

FAA ADDS FSS FREQUENCIES

Pilots flying in the southwestern Idaho and southeastern Oregon areas now have additional air-to-ground radio coverage. The FAA added a two-way remote communication outlet (RCO) atop Squaw Butte (about 25 NM northwest of Boise) on 122.45. This new facility provides on-the-ground contact with Boise AFSS from a number of southwest Idaho airports extending from Boise to Nampa/Caldwell to the Ontario/Weiser area. Essentially, any aircraft within line-of-sight of Squaw Butte should have good radio communication with Boise AFSS on 122.45.

The lack of Boise Valley/Ontario FSS coverage was a concern to area pilots several years ago. Partly through the efforts of these pilots and the Idaho Aviation Association, the FAA recognized that the Squaw Butte facility would provide vastly improved service. The RCO was accordingly given greater priority and completed ahead of the original schedule.

Another RCO recently became operational a few miles north of Rome, Oregon on 122.65. This RCO uses satellite relay to Boise, and is reported to have improved the radio coverage for pilots operating southwest of Boise into Oregon.

Pilots are encouraged to check out these additional radio frequencies, and more importantly, use your Flight Service Stations for position reports, PIREPs, flight plans, and weather updates.

EMMETT AIRPORT DEDICATED AS CHUCK SAWYER FIELD

A well-attended ceremony on November 19th dedicated the Emmett airport to Emmett native Colonel Charles Sawyer. Included in the dedication ceremony was a celebration of the recently completed airport improvement effort.

Colonel Chuck Sawyer gained fame principally for his flying and leadership with the American Volunteer Group in the China-Burma theater in the Second World War. While with the Flying Tigers, Sawyer saw over 300 combat missions, was credited with eight confirmed and 12 probable enemy aircraft destroyed, and escaped from his captors soon after being forced down in the wilds of Tibet. Sawyer's distinguished military aviation career continued after the war until his retirement in 1961. He then returned to Emmett, and passed away in 1978.

Emmett pilot Paul Easterbrook was a key figure in initiating the dedication movement, and will gladly show you the commemorative monument on the lawn at the public entry point.

Emmett's airport improvement effort was a model local self-help project. Active involvement by Emmett's past mayor Marilyn Lorenzen, and present Mayor Leroy Campbell were key factors in the success of the runway widening and lengthening project. Another key factor was donated land for the 900' extension by Jay and Judy Morris. Assisting agencies were the city, county, governor's office, the Idaho National Guard, and the Bureau of Aeronautics. Numerous other volunteers and contributors were likewise essential, as was the enthusiasm and dedication of Charlie Thomas. Charlie deserves everyone's thanks for his tireless and positive leadership.

With Sawyer Field's length increased to 3,400 feet, twin-engine and agricultural operations will now be less restricted. Anyone flying in the area should take the time to stop in and visit Emmett's Sawyer Field.

SHARON LAIRD : VOLUNTEER EXTRAORDINAIRE



The history of our great Nation is replete with instances where individuals have chosen to step forward to meet challenges that have confronted our society. Whether they succeed or not does not define their position as heroes. The fact that they made the effort to change something for the better establishes their status.

Idaho aviation has a fair share of heroes too. Names like Chet Moulton and Pete Hill are familiar to almost everyone for the contributions they have made to aviation in the state. However, just as important to all of us are the many unsung heroes out there who slug it out everyday to keep the props spinning.

One such individual who really fits the criteria is Sharon Laird, who works at Aeromark in Idaho Falls and does her flying all over the state, with and sometimes without, husband, Ed.

Sharon has been a private pilot for eighteen years and is an Idaho Safe Pilot in good standing. Her decision to take flying lessons was made after Ed bought an old Champ to restore and fly. Since then she has logged time in a variety of aircraft including Stinsons and a homebuilt Quail.

A self-styled airport bum, Sharon can be located at Aeromark almost any day of the week. While her principal duties are related to office operations, she may even be found doing minor maintenance on her favorite Cessna 182, 2312R. While most of her flying is in-state, Sharon counts a recent trip back east to Erie, PA as one of her most memorable flights. "Meeting different people and going into so many strange airports was a wonderful experience." However, the flights into and over the backcountry of Idaho is the real delight of flying for her.

Her next goal to achieve in her flying career is to go through the River of No Return Mountain Flying Course, held at Challis each year. Her trips into Indian Creek and the Flying B Ranch have her hooked to increase her skills in mountain flying.

Along with being the mother of three children, Sharon has found time to participate in organizations such as the 99s, EAA and the Idaho Aviation Association. She has been a Northwest Section Board of Directors member for the 99s and served on numerous committees for that group.

Sharon Laird is typical of every hero we know about. Having the initiative to step forward when something needs to get done is a characteristic we would all like to find in ourselves when crunch time comes. For all the help you've given us, Sharon, thank you!

BOISE REFUELER PERMITS

Beginning in March 1991, the Boise Fire Department and the Boise Airport implemented training and procedures for issuing permits to all persons handling fuel on the Boise Airport.

FAR139.321(b) requires the Airport to establish and maintain standards for protecting against fire and explosions in storing, dispensing, and otherwise handling fuel, lubricants, and oxygen (other than articles and materials that are, or are intended to be aircraft cargo) on the airport. These standards cover facilities, procedures, and personnel training.

The FAA Safety and Compliance Division AAS-300 Policy #15 interprets this requirement as applicable to self fuelers. Self fuelers are defined as: (a) corporate or large aircraft operators who are providing their own fueling service and; (b) small aircraft owners, who are performing their refueling operations utilizing small containers directly into the aircraft (i.e. mogas STC holders).

The Fire Department offers a training class approximately every other month to meet these requirements and to prepare attendees for the written exam.

The Fire Department is developing a standard, whereby individuals can use a container up to sixty gallons capacity, with a pump, to fuel small aircraft. Individuals desiring to use larger containers can design them to meet the approval of the Fire Department. Gravity feed containers are limited to five gallons capacity.

Through a cooperative effort between the Boise Airport and the Boise Fire Department, this program brings together the requirements of the Uniform Fire Code and FAA requirements placed on the Airport by FAA Regs. Regular training sessions are scheduled every other month. Persons desiring to apply for a Fuel Handlers Permit should contact Captain Ken Malgren, Boise City Fire Department, 384-4362, for further information about scheduling time and locations.

DOLLARS AND HARD WORK IMPROVE AIRPORTS

Nearly \$8.4 million; a lot of work by volunteers, elected officials, federal, state, and local employees; no small amount of inconvenience to the system users; and cooperative effort by these same groups during this past year has added up to an improved system of airports for Idaho aviators.

Major runway widening and/or extensions were completed at American Falls, Driggs, and Emmett. Major reconstruction or re-surfacing of existing runways without enlargement were accomplished at Pullman-Moscow and Rexburg. Taxiway construction ranging from totally new taxiways to minor modifications took place at Blackfoot, Challis, Driggs, Lewiston, Pocatello, and Rexburg. Apron areas were expanded or repaired at Blackfoot, Boise, Challis, Driggs, Priest River, Rexburg, and Twin Falls. At Coeur d'Alene a paving project to alleviate drainage problems created by an earlier project was completed. Asphalt surfaces received seal coats at Challis, Gooding, Jerome, Rigby, and St. Anthony. Hailey, Pocatello, and Twin Falls each installed improved taxiway and hold line signing. New runway lighting systems were installed at Arco, Driggs, and Hailey.

Some less obvious but highly important improvements included a new fire station at Idaho Falls. This facility was constructed using both aviation and general fund monies to serve both the general public and for aircraft rescue and fire fighting (ARFF). Hailey and Pocatello purchased ARFF and maintenance equipment. Planning projects are underway at Boise, Coeur d'Alene, Hailey, and Nampa.

Under the Bureau's small projects category a number of smaller, however, important improvements were accomplished. New unicoms were installed at Bonners Ferry and Grangeville. Cracks were sealed at

Orofino. New segmented circles, and/or windsock standards were installed at Donnelly, Fairfield, and Sandpoint. New tiedown chains were installed at Bear Lake, Blackfoot, Caldwell, Challis, Fairfield, McCall and Nampa.

The Bureau was able to provide surplus electrical materials at no cost to Council to aid their new wind-T and to Hailey for temporary emergency repairs for their runway lights.

These projects occur because some local individual or group took the time and effort to push the project from conception to completion. Without those efforts many of the projects would never have occurred. Those people responsible for shepherding these projects through the maze of bureaucracy deserve a pat on the back for their efforts. The Bureau thanks all of those elected officials, professionals, paid or unpaid, who contributed to make all of the above happen and looks forward to seeing the cycle repeat itself again next year.

IAA ANNOUNCES 1992 BOARD AND OFFICERS

The Idaho Aviation Association's 1992 Board Members and Officers were recently announced. According to Carlyle Briggs, Boise, 1991 Statewide President, the IAA's Regional Directors are Vearl Lack, District One; Johnny Stewart, District Two; Marvin Gregersen, District Three; Ron Hamilton, District Four; Chuck Lewis, District Five; and Don Suckling, District Six; and Bill Stirling, at large. The District Directors, who comprise IAA's Board, met on November 23rd to elect officers. Chosen as 1992 Statewide President was Johnny Stewart of Ahsahka, Vice President, Chuck Lewis of Pocatello, and Secretary-Treasurer, Marvin Gregersen of Boise.

"The new Board and officers are motivated and active, and will help the IAA increase its membership and achieve its goals," according to Briggs. For more information on the activities of the IAA, see "Salute to IAA", Page 2.

CIVIL AIR PATROL - FIFTY YEARS OF SERVICE

On December 1, 1941, the Civil Air Patrol was established by executive order, to make civilian aviation resources available to the national defense effort. In May 1948, Congress passed Public Law 80-557 which granted the CAP status as the civilian auxiliary of the United States Air Force.

The CAP has a variety of programs that contribute to our well being. However, two of the activities most important to all of us in Idaho are the cadet training and search and rescue programs.

The cadet program is designed to teach young people principles of responsible leadership and citizenship through their interest in aviation. Opportunities are available for the cadets to acquire skills and knowledge and to compete for scholarships.

The CAP's involvement in search and rescue is a vital part of our total state SAR effort. The pilots and observers in the individual squadrons around the state are well trained and important contributors to our aerial search effort.

As a volunteer force, the Civil Air Patrol embodies the spirit of commitment to public service that makes a better world for all of us. Congratulations to the men and women of the CAP for their years of dedicated service.



NEW IDAHO PILOTS AND RATINGS

NAME	RATING	CFI
John Davis	Instrument	Jean Seiber
Wayne Fyfe	Private	Jean Seiber
Harold Printz	Private	Scott Zenonian
Scott Zenonian	Inst.-Inst/ME	Cliff Mitchell
Dianna Cederquist	Private	George Crowe
Dr. Charles Crane	Private	George Crowe
Richard Jefferies	Private	George Crowe
Todd Jewitt	Private	George Crowe
Morris Jones	Private	George Crowe
Tom Jones	Private	George Crowe
Dan Jones	Private	George Crowe
Jim Jones	Private	George Crowe
Jack Pickins	Private	George Crowe
Tom Quesnell	Private	George Crowe
Dica Tarese	Private	George Crowe
Len Anderson	Private	George Crowe
Matt Gerringer	Private	George Crowe
Peggy Mimura	Private	George Crowe
Larry Robb	Private	George Crowe
Rick Tibbetts	Private	George Crowe
Tony Powers	Private	George Crowe
Greg Mallory	Private	George Crowe



IDAHO AIRPORTS FEATURED IN VIDEO

Featured in the latest of the WIDE WORLD OF FLYING video series is a segment on fly-in camping. And of course, since there is no better fly-in camping than in Idaho, you won't be surprised that the entire 15-minute segment focuses on Idaho.

The video sells the viewer on fly-in camping, discusses some safety aspects of mountain flying, and shows lots of camping and flying scenes.

You can get more details on WIDE WORLD OF FLYING productions by calling 1-800-456-4945.

Idaho Bureau of Aeronautics
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